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with which is incorporated the
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Hongkong, 11th October, 1906. [a1804]

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Hongkong, 20th September, 1906. [a184]

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Hongkong, 1st August, 1906. [a183]

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Hongkong, 19th October, 1906. [30]

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dresses with communications addressed to the Editor,
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MARRIAGE.
On September 11th at Anderson Parish Church;
Glasgow, EDWIN RICHARD HALLIWELL, of the Hong-
kong Civil Service, to EVELYN WILSON, of
Glasgow.HONGKONG OFFICE: 10A, DES VIEUX ROAD
LONDON OFFICE: 131, FLERT STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 19TH, 1906.

The trade of French Indo-China in 1905 is the subject of one of the more interesting of the large number of blue books that usually reach us about this time. Mr. Consul CARLISLE is very thorough in his methods, which cannot be said for all his consular contemporaries, but he has had the advantage of approaching it as a new task. This happens to be the first report by a Consul for Indo-China, and there were no data available for making the comparisons that are usually so useful in these reports. Taking exchange at twenty-five francs to the sovereign, Mr. CARLISLE tells us that the total value of Indo-China's foreign trade is £17,614,932, of which, excluding treasures, exports represented £6,750,306, and imports £10,182,411. It is necessary, in order to get a correct idea of the importance of Indo-China's trade, to further deduct £1,224,645 as the value of goods merely passing through, which leaves us with a total of about sixteen and a half millions sterling. Even then an important growth is observable, the net figure for 1904 being £15,450,728, or about six per cent less. Exports look less, but that is because the export of rice in 1904 was abnormal. The increased imports are attributed to the much greater prosperity of the people. Of the exports, including treasure, quite

£4,880,370 worth were indigenous products, and it is interesting to note that Hongkong took the largest share, £1,765,922, the amount destined to France or French colonies being £1,290,516. China and Japan took £846,536 worth. Re-exports are, of course, excluded, otherwise these figures would be larger still. It is stated that the great bulk of re-exports come to Hongkong, China, and Japan. The chief export (more than half) is always rice, of which last year the quantity sent out was given by the Customs as £25,750 tons, most of it grown in the country. Direct exports to the United Kingdom and Germany consisted of fifteen thousand tons of rice flour and dust. The tin figuring with next importance in the list of exports is really a re-export, coming originally from Southern Yunnan, and generally consigned to Hongkong. During 1905 there thus came 4,578 tons, valued at £553,915, including a small contribution of native ore. Fish products were valued at £534,829, Singapore and Hongkong being the chief consumers. We note further that the Colony also manufactured £20,446 worth of cotton yarn for Yunnan, besides exporting £401,000 worth of Indian yarn that had passed through Hongkong dealers' hands. Of the large coal export, 222,651 tons, 199,888 tons were mined in the country. For the cultivation of raw cotton, now being encouraged with some show of success, there is a scarcity of labour. At present Cambodian cotton costs from ten to twenty per cent more than Indian and is mainly bought for Japan, by Hongkong. It is longer stapled and better quality, but not so good as American. The Tonkin mills prefer to buy the cheaper Indian cotton. Rubber, as everywhere just now, is receiving special attention. Indo-China producing last year 367,100 tons worth £97,150. At present the wasteful methods of savage collectors are still followed, but the Government is trying to introduce the proper way. These, only a few selections from the long list of valuable productions, help to show the wonderful resources of the country. We may now turn to the way in which the natural wealth is expended. Of imports from neighbouring countries, which neither France nor any other western nation can supply, may be noted £271,000 worth of opium, £137,600 worth of fruits and seed from China, £52,400 worth of meat, hides, raw silk, birds' nests, &c., from Hongkong, China, and Siam, £13,700 worth of live sheep and pigs from China, besides betelnut, fresh vegetables, and other luxuries. China also sends medicines, pottery, paper, shoes, fireworks, and so on. Of the demand in which European countries may take interest, France or her colonies supplies 44.19 per cent, thanks to a protectionist tariff. In spite of the severe import duties levied on foreign goods other than French, Hongkong gets in £2,479,818 worth, and the United Kingdom (which to India appears to contribute most largely to Hongkong's quota) £141,382 worth, or say fully 25 per cent of British imports. Concerning the much talked of railway to Yunnan, and the cotton yarn trade, Mr. CAULFIELD says the Tonkin mills are hoping to increase their share, but that freight on their Indian raw cotton and the high price of labour handicap them. Indian yarn following the usual route to Yunnan, from Hongkong to Haiphong, must pay for manipulation and warehouse charges, as well as French transit dues amounting to about five per cent of the value. Hongkong Chinese take tin generally in exchange for their yarn, and Yunnan's purchases are largely paid for in opium. The French authorities are gradually substituting Yunnan opium for the Indian drug, and making a good thing out of the monopoly. Dozens of other interesting facts, such as that the Annamites regard an umbrella as an emblem of respectability, and bought 312,039 from France and 24,935 from Hongkong, are to be found in this very interesting book, which costs only two-pence.

The relief drafts for Hongkong are due to arrive on Dec. 26th.

We learn from a London correspondent that Dr. Saunders and three Sisters have been engaged for the Sharp Memorial Hospital.

During the third week of September the King was the guest of Mr. and Mrs. Arthur Sesson at Adie, Morayshire, where His Majesty enjoyed some shooting.

Captain William Roberts, master mariner, prosecuted a ricksha-coolie for refusing to accept hire. Mr. Hazland convicted the defendant and imposed a fine of £3.

An orator speaking at the Hyde Park meeting in favour of women's suffrage, said the question was once asked: "Did woman ever give us a Shakespeare?" The reply was: "Well, if a woman did not, who did?"

Yesterday an Indian was killed by a fall of earth at the cutting which is being made for the Kowloon-Canton railway at Tai Kok Tsui, and two coolies who were injured were removed to hospital.

At last the owners have directed their attention to the refloating of the ss. *Kwang Chow*, which vessel sank off the Kowloon wharves during the typhoon of September 18th. Yesterday the salvors were hard at work.

The ss. *Inaba Maru* which arrived in port yesterday brought seven recruits for the local police. It is stated that the "men of the old brigades" extended their sympathy and informed the newcomers of the high price of the dollar.

The ships which go out of commission next year on the China Station are—*Bladon*, Captain Herbert W. Savory, M.V.O., and the *Flora*, Captain Hubert Grant Dalton, in March and July respectively. The squadron is said to be improving in gunnery.

Early this month there was to be held, under the auspices of the German Government, the first International Wireless Telegraph Conference. The delegates were to include representatives from all the leading European countries, and also from Japan and the United States.

A coolie working at Lok Tong Tsui met his death on Wednesday night. He was ascending a plank placed sloping from the ground to the top of a marsh, when he stumbled and fell a distance of about eight feet to the ground. He alighted on his head and was killed instantly.

If the expectations of those concerned with the refloating of the ss. *Kwang Chow* are realised, she should be in the harbour this morning. Yesterday she was drawn about 25 feet closer to deep water, and was still being drawn seaward when the vessel which brought the glad tidings left the scene of operations.

An Indian gave a mild shock to many people in the vicinity of Blake Pier on Wednesday. He disrobed and went into the water in an entirely nude condition. A policeman apprehended him and when the Indian appeared before Mr. F. A. Hazland at the Magistracy yesterday charged with bathing from a public landing place he was fined £5.

It will be news to a good many people (says the "County Gentleman") to know that bananas flower and fruit in the open air in England. Yet they are to be found flourishing famously in several of the best Cornish gardens, notably at Ross Hill, a charming place near Falmouth, where the fruit ripens in excellent condition.

A considerable number of members of the Peace Congress now meeting at Milan advocate a compulsory reduction of armaments, proportioned to the importance of each country. It will be proposed at The Hague Conference by the United States that the action of any country in going beyond this fixed limit should be considered as a *casus belli* by neighbouring countries.

A junk master recently arrived in port placed a cargo of cotton yarn which he had secured from a dealer in the hands of four Chinese brokers for disposal. The five men were arrested and charged with being in unlawful possession of the yarn, which they intended to ship to Canton. Mr. Hazland convicted them and ordered them to pay a fine of \$100 each, the alternative being two months' imprisonment with hard labour.

The sampan community apparently anticipated a quick change in the weather yesterday morning. Though no storm signal was hoisted or the approach of a typhoon indicated, most of the craft were under way before nine o'clock for Causeway Bay. The fresh breeze under which so many spanked briskly along did not entice numbers, who obtained the assistance of launches to take them to a place of shelter. Evidently the sampan people are taking no risks. Nothing happened yesterday to justify their action.

It is confirmed that a British company has established a line to compete for the traffic from Hamburg to East Asia, and possibly East Africa. The line, which has been formed by a London shipping company possesses thirteen steamers. Regular sailings are already announced from Hamburg to Siam, the French Indo-China, Manila, Java, China, Japan, and Dali, and eventually to Port Arthur, Vladivostock, and Nikolokjev, and also to Madagascar, Reunion, and Mauritius. The first sailing will be from Hamburg on October 21.

Is the greatest a protection against cold? A

correspondent of the "Daily Graphic" man-

nages the cases of two old retired Army officers, who spent years in India. "One never wears a greatcoat, even in the depth of winter; the other does. The latter suffers from colds and occasional bronchial attacks; the former never does. When they meet at the Zoo on Sundays, the former facetiously tells his friend that he looks cold, and advises him to go home and put on a few more greatcoats. The other retaliates by advising the critic to go and get his overcoat out of pawn."

The National Zeitung states that a special

Royal train passed through Berlin at three o'clock one morning last month, under mysterious circumstances. The whole staff of all the railway stations in and near Berlin turned out and guarded the approaches to the railway during the progress of the train through the capital. The train came from the Russian frontier, and it was travelling on the main line to Cologne. The National Zeitung adds that the train conveyed several Grand Dukes of the Imperial family. The Berliner Zeitung tells a similar striking story, but adds that there were no fewer than ten Grand Dukes and Grand Duchesses on board the mysterious special train, which was en route to Brussels and Paris.

Although the sloop *Merlin* has been commissioned for survey service by Captain J. P. Parry for duty on the China Station, she is not yet [September 21st] ready for sea, a good deal of the internal arrangements having to be completed yet at Sheerness. It is expected that she will be completed early in October, after which she will go through the usual trials before leaving for Hongkong. Her cost will be about £10,000.

Shipbuilders who are beginning to think about next year's work do not altogether see their way. Long since there were signs that the shipbuilding boom, if it may be so called, was approaching its end. Inquiries for new tonnage are restricted, and orders are even more scarce. The truth is that building has been more than a little overdone. When a revival came some time ago, and orders were rather freely given by those who really wanted new ships, the speculative builder came on the flood, and today he is not the happiest person in the world if the tonnage which he ordered is ready for delivery. Very often if he can sell at all he can only do so at a substantial loss. But the shipbuilding output for the year will extend to remarkable figures, and, as the industry has had a very good time of late, it is not worth while to make too much of the trouble that seem to be looming ahead.

The world is about to witness a new and remarkable departure in University education. According to the New York correspondent of the "Daily Mail," the dreamers of the Empire City propose to found a Dressmakers' College, which is to develop later into a full-blown "University of Modes." The more modest "College" is to open in November next, in Fifth Avenue, when "professors" and lecturers will elucidate the higher mysteries, and will lecture, not only on "colour, harmonies, contrasts, the chiaroscuroistic values of various classes of materials," and so forth, but also on anatomy, the historical evolution of fashions, and the biographies of famous modistes and leaders of fashion. We should rather like to attend that last course. The object of the scheme is to eat out *Patis* (dressmakers) and to make New York the most sacred city of fashion in the world. "It's a charming programme, and we can only say, with Mr. Mantalini (who should certainly have an honorary degree conferred upon him immortal memory), "Demum sweetness!"

A sensational case was tried in the Central Criminal Court on Sept. 18th when Mrs. Matilda Stanley, for some time organist at the daily service at Hatfield House, the seat of the Marquis of Salisbury, was charged with maliciously publishing a false and defamatory libel of and concerning Lady Gwendolen Cecil, Lord Robert Cecil and the Rev. Lord William Cecil were in court. The libel complained of was published in two pamphlets, in which imputations against Lady Gwendolen Cecil and a former chamberlain at Hatfield House were made. The defendant alleged that the parentage of a child had been infamously attributed to her.

Counsel stated that the libel was the culmination of a series of wild statements and wild attacks against all sorts of people, extending over a great number of years, and Lady Gwendolen Cecil, who was called, denied that there was any truth in the allegations. The defendant pleaded the fullest justification for the statement she had published. The jury found the defendant guilty, and a sentence of six months' imprisonment was passed.

Even those who are tired of taking off their hats to the American girl must be persuaded to do homage just once more. Miss Mary Macdonald, if her feat be correctly reported, has indeed her intended bridegroom to justice which is magnificient though it be feminine. On the eve of the wedding the learned that the man had forsaken a girl in humble circumstances. Having invited him to the house, she declared that the ceremony must take place at once. Delighted, he agreed. The moment arrived when they two were to be made one. Then—and not till then—was a curtain drawn aside and the other girl appeared as the bride. Miss Macdonald acted as bridesmaid, and the groom, having been married to the wrong—or rather the right—girl, was conducted to the door and turned out of the house—as we should say more vulgarly, "kicked out." This was truly drawing-room drama. We might have had misgivings over the consequences, but Miss Macdonald appears to have arranged everything. The wife remains in her care; the husband has disappeared. Complete justice can no longer be claimed by man. Woman has shown that she can attain it.

THE VOLUNTEER CAMP.

Yesterday was another busy day at the camp. The most interesting practice in the handling of the guns is continued and the men certainly shape better at their work.

On Wednesday night the fire alarm sounded about eleven o'clock. Many of the Volunteers were asleep but all sprang from their beds and rushed to the square where they paraded in pyjamas and slippers, one brave youth stepping along briskly barefooted. The turnout was deemed satisfactory and the men were soon dismissed.

THE ATTORNEY-GENERALSHIP.

It has now been definitely decided that Mr. H. H. J. Gompertz, First Police Magistrate, shall not as Attorney-General on the retirement of Sir H. S. Berkeley, K.C., at the end of this month. Mr. A. G. Wise, whom we previously mentioned as the probable successor, will retain his present position of Puisne Judge. Mr. Gompertz, who attended at the Sessions yesterday with a view to getting an insight into the work, will take over his new duties on November 1st.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE]

FRENCH NAVAL DISASTER.

LONDON, October 18th.

The French submarine *Lutin* lies sunk off Bizerte, Tunis, in twenty fathoms, with her crew of sixteen aboard. Their rescue is not hoped for.

FIRE AT SHANGHAI.

SHANGHAI, October 17th.

The new cable building on the Bund here was discovered to be ablaze at mid-day.

The unfinished upper storeys suffered considerable damage, and the opening of the premises will now be delayed for several months.

The losses are insured with Hongkong and Copenhagen companies.

SHANGHAI'S IMPORTANCE RECOGNISED.

SHANGHAI, October 17th.

At the instance of Sir John Jordan, the Government agrees that the commercial attaché may spend a portion of each year henceforward at Sianhai. The losses are insured with Hongkong and Copenhagen companies.

TELEPHONE SERVICE FOR SHAMSEEN.

We understand that on the British section of the Kowloon-Canton railway a telephone service for the railway is in course of construction and that it will most likely be extended to the Chinese section as soon as work in this line is started. So very often we have referred to the great inconvenience through the constant interruption of the Imperial Chinese Telegraph lines, that we think this very good opportunity for some enterprising gentleman to take hold of and have a public telephone communication between this and Hongkong made an accomplished fact. The inconvenience to the business community and private individuals by the interruption of telegraphic communication, especially at a time when most urgently needed, certainly a matter for serious consideration, and we doubt not that in Shamseen alone a sufficient number of subscribers could be secured who will gladly assist such an enterprise on reasonable terms. If the Chinese authorities do not feel inclined to take the matter up, why cannot the Chamber of Commerce or the Shamseen Municipal Council make a move? The influence of the British authority is strong enough to be able to push the matter through, should the Chinese object to it on unreasonnable grounds.

ITALY.

LONDON, October 16th.

The Italian newspapers indicate that the Government is resolved to expend large sums on the army and navy, especially in the purchase of new field artillery from Krupp.

FRENCH AMBASSADOR TO JAPAN.

LONDON, October 16th.

M. Gerard, one of the most able and experienced French Diplomats, will sail for Tokio immediately.

THE KRUPP WEDDING.

LONDON, October 16th.

On the occasion of Miss Krupp's wedding, £130,000 was distributed for the benefit of the employees of the Krupp works. The Kaiser in a characteristic speech at the wedding, said he hoped that Krupp would continue to furnish Germany with the world's best guns, for offence and defence.

TEA POSITION.

The imports of tea into the United Kingdom in the eight months ended August 31 were unusually large, amounting to 178,422,000 lbs., as compared with 159,230,000 lbs. in the corresponding period of 1905. The great increase of over 19,000,000 lbs. was accounted for by the fact that the arrivals in 1905 were unusually low, but if comparison

SUPREME COURT.

Thursday, October 18th.

IN CRIMINAL JURISDICTION.
BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

THE BRIBERY CASES.

The Attorney-General informed His Lordship that the special jury would not be required until Tuesday, when the bribery cases would be opened. He asked His Lordship to extend the期限 of Ward and Gidley's trial until that date, and the Chief Justice consented.

A WORD TO THE JURORS.

His Lordship—Gentlemen of the Jury, I have one word to say before discharging you. The Registrar has received several applications for exemption on personal grounds. I want it to be distinctly understood, that it is quite impossible for me to exempt jurymen from performing the duty which the law has cast upon them. There is no power in the law to exempt you, and it is the prisoners' right that they should have the full panel.

The jury on the evidence found the prisoners guilty, and His Lordship sentenced each of them to five years' imprisonment with hard labour.

ANOTHER ROBBERY.

Wong Choi and Lau Yau were charged with robbery at Chukkin village, near Kowloon city, in the New Territory, on September 30th.

The Attorney-General, instructed by Mr. G. E. Morrell, prosecuted, and prisoners, who were undefended, denied the charge.

The jury called was composed of Messrs. P. M. Sequeira, A. W. Snowman, R. A. P. Johrard, P. M. N. da Silva, L. D. Philpot, W. King and P. Lehr.

The Attorney-General stated that after midnight on September 30th the inmates of a house at Chukkin village in the New Territory were awakened by a noise on the roof. They saw a man coming down into the courtyard, and two of the inmates of the house were able to identify the first prisoner as that man. The prisoner managed to open the front door of the house and let three other men in. The band lit torches, terrorised the inmates and went thoroughly through the whole house, removing nearly \$400 worth of money, property, jewellery, clothing and even food.

The Attorney-General informed His Lordship that no indictment had been filed in the case in which Boota Singh was charged with indecent assault, and prisoner was discharged.

THE PRISON WARDER'S CASE.

The charge against George Street, a warden in Victoria Jail, of the manslaughter of a Chinese prisoner, will be heard to-day.

FOR INFORMATION OF THOSE CONCERNED.

His Lordship—Before the case is called on I should like to call the attention of the gentlemen who represent the Press, to the fact, that a new ordinance has just come into force with regard to the law of giving evidence. It is most important that prisoners—Chinese prisoners especially—should be made aware of the terms of that Ordinance, and I am hoping that the Chinese newspapers will take the trouble to paraphrase and give in condensed form the terms of that ordinance. It is much too complicated, and involves certain liabilities which make it quite impossible for the Court to inform the prisoner straight off of the change of law.

It is at the same time most important that all prisoners should know that they can give evidence in the witness box subject to the Crown cross-examining them, and I hope the magistrates will take such steps as may lead to prisoners being informed of this new law.

LABOUR AND FORGEY.

Tsang Fung was indicted on charges of stealing registered letters and forging post office receipts.

The Attorney-General, instructed by Mr. G. E. Morrell of the Crown Solicitor's office, prosecuted, and prisoner, who was undefended, pleaded not guilty.

The Jurors empanelled were—Messrs. O. Schulteboch (foreman), O. R. Chyunyt, W. Ironside, P. K. Kuyett, F. Hesse, L. G. Bird and J. Pearson.

The Attorney-General informed His Lordship and the jury that the prisoner was charged with stealing certain registered letters, and with forging the chop which he used in giving the receipts to the Post Office for such letters. Prisoner was employed in a shop called the Kwong Nam Poon, and in July or August four registered letters arrived at that firm.

As the person to whom they were addressed could not be found, the letters were forwarded to the post master.

On September 19th prisoner went to the post master and applied for these four letters. He was told that he must get someone to say he was the person he represented himself to be. He went away and returned to the Post Office on the following day, with a man who represented himself to be a master tailor. Prisoner then showed the receipt for the letters, and it was subsequently discovered, when the real owner called for the letters, that the chop was forged. Prisoner, who was found later at a shop in Queen's Road, Central, with the letters in his possession, was arrested, taken to the Police Station and formally charged.

Before the Magistrate he admitted the charge but tried to excuse himself by putting the blame on someone else.

After hearing the evidence the jury found the prisoner guilty on both counts, and His Lordship sentenced him to five years' imprisonment on each count, the sentences to be concurrent.

When the verdict had been given, prisoner told His Lordship not to be so hasty as he had something to say. The Chief Justice would not hear him, and ordered him to be removed.

Tsang, however, refused to leave the dock. He had to be pulled out, and was dragged, shrilling and yelling, out of Court.

HIGHWAY ROBBERY.

Lui Fat and Wong Sang-hing were arraigned on the charge of highway robbery.

The Attorney-General, instructed by Mr. G. E. Morrell of the Crown Solicitor's office, prosecuted, and prisoners were undefended.

A plea of guilty was entered, and the following jury was empanelled—Messrs. J. H. Backhouse, M. Jebson, R. H. Baxter, Taag Chee, C. R. Lenzenmann, G. Preelmann and R. Unsworth.

LATEST STEAMER MOVEMENTS.

The E. & A. str. *Easter* left Sydney on the 11th Oct., and is due here on the 2nd Nov.

The Ben Line str. *Bewilder*, from Antwerp and London, left Singapore on the 17th inst. for this port, and is due here on or about the 23rd inst.

The N.Y.K. str. *Ceylon Maru* (Bombay Liner) left Singapore for this port on the 18th inst., and is expected here on the 24th inst.

FATHER OF JAPANESE RAILWAYS.

DIED LAST MONTH.

The Attorney-General stated that a man named Chan Wa, a fish dealer, was on September 15th—three days before the typhoon which subsequently destroyed the unfortunate man's fishing junk—on his way from Hong Kong to Deep Water Bay with his foki. When they got half way down the hill from the reservoir at Wongnichong, three men suddenly dashed out of some bushes, rushed upon them, knocked them down and gagged and bound them. Fortunately they only found a few dollars where they expected to find a great many. The prisoners were identified by the Japanese officials in charge of the Great Eastern Company at Norwich to accept an important position in connection with the Japanese railways, the deceased gentleman went out to Tokyo in 1873, and returned in 1901, after having been for many years general adviser to the Japanese officials in charge of the great railway works of the capital. He was twice decorated by the Mikado, receiving the Rising Sun of the sixth class in 1894 and the Mirror of the fifth class in 1901, and the Government, at the close of twenty-eight years' loyal service, gave tangible recognition of his devoted efforts to further steam locomotion in that distant land. In conjunction with Professor Milne, the well-known seismologist, he was awarded a Telford Premium in 1891 for a paper entitled "The Vibratory Movements of Locomotives."

There was a touching evidence of Japanese reverence for the dead at the funeral in the picturesque cemetery at Putney-vale. In a drizzle of fine rain the clergymen had offered the last rites when, unobserved, a Japanese gentleman passed with the silence of the Oriental round the mound of sodden clay. Then to the surprise of all, the unexpected figure made obeisance to the lowered coffin, and proceeded to speak over the resting-place of the departed in eloquent and impressive Japanese language. To the initiated it might have appeared that this was an added solemnity to the religious ceremony. As a matter of fact, it was an affecting tribute to the worth of one who had given the best of his life to the motherland of the speaker.

Roughly summarised, his remarks conveyed recognition of loyal service, with special emphasis on the fact that many persons die without having accomplished much in this world. That could not be said of Mr. McDonald, who had applied thirty of his best years to railway advancement in Dai Nippon. There had been some acknowledgement of that sincere work in the honours which the Mikado had conferred. "This," he continued, "I hope will be in some degree a consolation to a departed spirit. I arrived in Edo from Japan on Saturday, expecting to grasp the hand of friendship. Instead, it was my lot to sorrow. I trust that his spirit is harkening to my words, which are those of intense grief and respect for a dead friend whose career and kindly character will ever be remembered."

It proved on inquiry that the deceased was Mr. Hideto Kanagawa, Secretary to the Imperial Government Railways of Japan, Mr. K. Yamamoto, of Meers, Mitsui and Co., and Mr. Okada, C.E., engineer to the Government railways, also attended, representing the Japanese community, while among other friends present were Mr. J. H. Curtis, late of the Nippon Yusen Kaisha, Mr. G. Blundell, Yokohama, and Mr. E. F. Nutall, a former editor of the *Japan Gazette*.

THE "MANCHURIA" AND "MONGOLIA."

The Daily Telegraph's representative in the Marine Insurance Market writes—

"Coincidences are continually occurring in this business, the chief being those where an owner who, perhaps, has run clear for years, gets two boats placed on the loss-book within two or three days of each other; but a coincidence the most extraordinary awaited underwriters on their arrival in the City yesterday morning. They were greeted with the highly welcome intelligence that the *Manchuria* (s) had been floated off the coral reef where she had been resting for many days, and been taken safely into Honolulu.

This good news, which means a saving of £200,000 to underwriters, was at once counterbalanced by the unwelcome intelligence that her sister-boat, the *Mongolia*, of the same tonnage, value and age, had gone ashore in a dangerous position on the West Coast of Midway Island, and that No. 3 had lost 5ft. of water in it. Her forward part was on rocks and her stern afloat. The captain had commenced to jettison cargo, which consisted of rice, tea, silk, and China produce.

Midway Island is about 1,000 miles east of Honolulu, and is fortunately a resting-place for the cable from Vancouver to Japan and China. It will be remembered by readers of R. L. Stevenson's "Wrecker" as the place where the Flying Dutch was lost. He says: "Captain Trott put into Midway Island. He found it a dismal sandbank, surrounded by a coral reef mostly submerged." These "Pacific sailing directions" are more explicit. It says: "The reef is eighteen miles in circumference without an opening except on the N. W. side, at the N. W. point is a small patch of breakers and then commences a compact coral wall about 5ft. high and from 5ft. to 20ft. wide, which continues for 45 miles to the southward and eastward." It is in such waters that the *Mongolia* has stranded, and nearly 2700,000 of underwriters' and companies' money runs the risk of being lost, for her cargo, like that of the Flying Dutch, also from Hongkong to the North Pacific, consists, as before stated, of tea, silk, and valuable China and Japan cargo, which unlike that of the *Manchuria*, runs into big figures, possibly £200,000.

Mr. Metcalf, who hosted the *Manchuria* when he was despatched by the Salvage Association with the five cable steamer *Restorer* to Midway Island, but, considering the position of the stranded steamer, the fact that ass't lance cannot reach her for five days, and that the bad season, which lasts from the beginning of October to April, is nearly due there is evidently not much time to spare if underwriters are to be saved from one of the most serious losses that has threatened them for so long time.

According to a Reuters' telegram the cost of refloating the *Manchuria* is £20,000.

CHINESE RELIGIOUS BELIEF.

At Muk and Chouk Gk, Chinamen, were charged, at the Thamse Court last month, with wounding Meng Chong and Chang Fong. Both prisoners, through the medium of an interpreter, stated that their religion was "ancestral worship," but they had no religious belief.

Under these circumstances, the Magistrate declined to allow them to be sworn by blowing out a lighted candle or breaking a sacerdotal seal, observing that he believed the first two ceremonies were created by Englishmen, and were not in vogue in the Chinese courts. They had nothing to do with Chinese religious belief.

Another witness, whose evidence was not taken, mentioned that in England he was Christian, but in China he was a Confucian.

Mr. Pearson, who interpreted, stated he had been a missionary in China for thirty-two years and had never seen an oath administered by breaking a seal. The principal and most binding form of oath was cutting off a cock's head.

Prisoners were discharged, the magistrate regarding the evidence as unsatisfactory.

DEATH OF ADMIRAL CHICHESTER.

DISTINGUISHED CAREER.

Rear-Admiral Sir Edward Chichester, Admiral-Superintendent in charge of all His Majesty's naval establishments at Gibraltar, died from pneumonia after all.

Lady Chichester, accompanied by Lieutenant Chichester, arrived in time to see the Admiral alive.

By the passing away of Rear-Admiral Chichester the Navy loses a highly capable officer. The admiral had nearly completed his fifty-seventh year. As ninth son he succeeded his father in 1888. It was in that year that Sir Edward Chichester came prominently into public notice, in connection with the war between the United States and Spain. He was in command of the British squadron at the time when a certain amount of friction existed between Admiral Dewey and Admiral Dreyfus, commanding the German flotilla in Manila Bay. It is said that Dreyfus went on board the Immortal, the British flagship, and asked Captain Chichester, as he then was, what he would do if Dewey bombarded Manila, to which the imperturbable Chichester replied, "That is only known to Dewey and myself."

It was only reported at the time, though we are inclined to doubt it, that Dewey had promised war in five minutes, if the Germans wanted it.

It is not quite the case that Sir Edward steamed the British squadron between the Germans and the Americans, the fact being that the German and French ships were anchored to the north of the river which runs past Manila into the bay.

Between the American, British, and Japanese squadrons were anchored on the south of the river, and near Cavite, where Dewey had annihilated the Spanish fleet.

For his services at Manila he received the distinction of C.M.G. At a critical period Captain Chichester acted with a tact which won for him the admiration of Americans and British alike in the Far East.

The most distinguished achievement of Sir Edward's career was accomplished in the late South African war. To him was assigned the organisation of the naval transport service, the conveyance of 250,000 men over 6,000 miles of sea, and never was task better executed.

Lord Roberts said of it: "The arduous work of disembarking the troops, supplies, stores, remounts and mules, and embarking the many

thousands of sick, wounded, and discharged men, reflects the greatest credit upon Captain Sir E. Chichester and the staff at each of the four ports."

Edward's headquarters at Cape Town was the clock tower at the docks, where he could see everything. To those who can recall, as the present writer can, the scene around the docks, crammed and crowded with every species of war material, Lord Roberts' words will seem no empty praise. The good folk at Cape Town were so impressed by what was done that they entertained Sir Edward, presented him with an illuminated address, and, as a momento of their admiration, a massive silver model of the fore-and-aft clock tower.

Some good stories are told of this time which are illustrative of the bluff, breezy style of the late admiral. On one occasion it is said, a rather pompous personage entered Sir Edward's office, to whom he said, "Who are you, sir?" "I am Colonel So-and-so," was the reply. "Oh, I beg pardon," said Sir Edward. "I thought you were an admiral." The visitor learnt that "so-and-so" was an aversion of the Chief Naval Transport Officer.

At another time Sir Edward was writing in his little office on the Quay, when a gentleman, obviously conscious of his personal importance, asked to be shown the system of landing hospital stores—at that time rather a burning question in Cape Town. Sir Edward took no notice of the inquirer, who at last demanded, "Will you please attend to me?" Sir Edward looked up and asked, "Have you bought these docks, Sir?" "Certainly not, I don't know what you mean," "Then go to the dance," reported the captain, and continued his writing. To ward off the he had inscribed over the entrance of his office the motto: "This is the office of the Chief Transport Officer, not a general Inquiry office." But though the fee of red tape, busses, and busybodies, those who had actual business to do with Sir Edward Chichester, or needed his assistance, found him one of the most attentive, generous, and helpful of men, and no doubt much of the success of the transport-service to South Africa was due to the fact that he inspired with this spirit all who worked under him. Sir Edward had charge of the transport arrangements during the first Boer War and also during the war in Egypt in 1882-3, and was taken by the Lords of the Admiralty for the remainder in which the forces of the Nile expedition were landed. He was appointed Naval A.D.C. to Queen Victoria in 1889 and to the King in 1901, and made Rear-Admiral in 1902. At the time of his decease he was Admiral Superintendent at Gibraltar.

FUTURE OF THE RACE.

MR. JAMES CANTLIE'S VIEWS.

Mr. James Cantlie, who attracted so much notice when he first pointed out the deterioration the race undergoes by town life, has given his views to a representative of *The Tribune* on the subject of race failure or race suicide, with special reference to the address of Sir James Crichton-Browne at the congress of the Sanitary Inspectors' Association.

"The diminution of the birth-rate," said Mr. Cantlie, "is not only going on, but will be accentuated as women get saturated with unhealthy notions. The falling marriage and birth rates are due to ambitious parents demanding that their marriageable daughters are to be kept in the position which they themselves have attained after a lifetime of hard work. Thereby men are deterred from marrying, and late in life, and we have the old husband and the young wife, with the consequent shortcomings of such a union."

"It is not only amongst the upper classes that there is this reduction in the size of families, as Sir James Crichton Browne remarks, for it is also rapidly extending to the women of the most humble class and of the most rural training. This is the keynote of our decreasing population, and I feel strongly on the subject that I believe any man or woman who marries or practises the 'no-family' creed should be entitled to a divorce, if such a thing can be proved against either."

"The absence of families is, in my opinion, very largely due to the cry of women for equality with men, and to the fact that men, instead of rejecting it, are yielding in every way to the social relations of married life to this perversion of female instinct. As this tendency of women to assert their superiority develops, so will the decrease in the birth-rate develop, more marked. Maternity is the alluring instinct of women. The instinct remains with them, but child-bearing is being resisted. It is therefore race suicide, that is at work, we are told, than race failure."

"There is another aspect of the case which, however, must not be forgotten. We have two million more women than men in the country. We have, therefore, two million women for whom husbands are unobtainable. So long as we have that disproportion, so long shall we find our homes, our wives and our daughters led away into lines of action and thought unhealthily in type and suicidal to racial development."

"The fact that amongst the wealthier grades of society the numbers are or may be decreasing owing to restricted families does not matter very much. So long as we have a prolific and healthy tone amongst the masses, the nation need not fear for its future, for after all the classes have risen from the masses, and will continue to do so for all time. Our House of Lords is recruited from the commoners. The commoners are often the children of poor people, sometimes even of the poorest, but they are of a healthy stock, and being so, are only fulfilling their place in the national laboratory whether as peasant, commoner, or peer."

PATRIOTIC MANITOBA.

Says the Daily Telegraph:—Manitoba, which Mr. Morley once associated with "manacles" in a feeble poem, has been setting the Empire an excellent example. It has been decreed by the Government and deputies of that prosperous Canadian province that on and after next New Year's Day "every school receiving a grant from the Treasury must fly the Union Jack during school hours". The penalty for non-compliance with this salutary rule is forfeiture of the grant. A similar suggestion made to the London County Council was rejected, on the ground that the Union Jack in our midst might offend the display amies; or alternatively, as the lawyers say, that contemplation of the national flag might inspire the young scholar with a patriotic pride, which might lead the "Little Englander" back through Imperialism to militarism and worse.

States of North America have long insisted on the hoisting of the "Stars and Stripes" over their elementary schools, and have also enjoined their teachers to interpret the emblem to their pupils; yet "Old Glory," as our countrymen irreverently call the banner they adore, covers more alien, coloured men except the Union Jack. Union Jack, a power in the land, hates anything

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed. Dieser's.

P.O. Box, 53 Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

N. O. 10, MACDONNELL ROAD.

Applies to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.
Hongkong, 18th October, 1906. [1944]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,
TO-MORROW (SATURDAY),
the 20th October, 1906, at 12 o'clock NOON,
at Messrs. BUTTERFIELD & SWINE'S
Godowns, West Point,
FOR ACCOUNT OF THE CONCERNED,
A QUANTITY OF SILK & COCOONS,
More or less Damaged by Fire and Water,
Ex S.S. "HANKEY".
TERMS.—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 18th October, 1906. [1945]

PUBLIC AUCTION.

A T THE SALES ROOM of the Undersigned,
No. 8A, Queen's Road Central,
TO-MORROW (SATURDAY),
the 20th October, 1906, at 2.30 P.M.,
JAPANESE GOODS
Comprising—SATSUMA, CLOISONNE,
GLASS & LACQUERED WARE, NICKLE
BOXES, KYOTO BUTTONS, SHIRTS,
TIES, &c.
TERMS.—As usual.
C. O. M. G. VIEIRA-RIBEIRO,
Auctioneer.
Hongkong, 18th October, 1906. [1945]

PUBLIC COMPANIES

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY MEETING of Shareholders will be held at the Offices of the Undersigned at 12 o'clock (Noon) TO-MORROW (SATURDAY), the 20th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Ltd.
Hongkong, 3rd October, 1906. [1843]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 5687 for ONE HUNDRED SHARES numbered 37701 to 37800 inclusive, Fully Paid up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company, Alexandra Buildings, Des Voeux Road, Hongkong, before the 17th November, 1906, a New Certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 17th October, 1906. [1928]

INTIMATIONS

A SPECIAL SALE.

WILL BE HELD AT THE ITALIAN CONVENT

on behalf of the POOR ORPHANS

On the 19th and 20th OCTOBER,

at 2 P.M.

OF LADIES' AND CHILDREN'S UNDER-CLOTHING, DRESSES, &c.; with LACE and EMBROIDERY made by the inmates of the Convent, as well as other Ornamental Articles. The Articles will be all priced.

The SUPERIORES hope to receive a large share of the public patronage and acknowledgement of the many proofs she had had of their Kindness and Charity.

ITALIAN CONVENT,
28, Caine Road,
Hongkong, 15th October, 1906. [1915]

NOTIFICATION.

THE Company's Steamship

"INDRAWADI," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th inst., at 6 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatsoever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

JARDINE, MATHESON & CO., Agents.

Hongkong, 18th October, 1906. [1941]

NOTICE TO CONSIGNEES.

FROM MIDDLEBOURGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"INABA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared before the 28th October will be subject to rent.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 28th October, or Claims in respect therewith will not be recognised.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 18th October, 1906. [1942]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the inquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-ROWLANDS,

Secretary.

Hongkong, 7th July, 1906. [1891]

AUCTIONS

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a QUANTITY of CARGO salved during and since the Typhoon of the 18th September, 1906, and at present lying in this Company's Kowloon Godowns, will be Sold by PUBLIC AUCTION, on MONDAY, October 22nd, at 11 A.M., if not previously claimed.

The cargo can be inspected at any time upon application to the Undersigned.

R. J. MAGOWAN,

Acting Secretary.

Hongkong, 17th October, 1906. [1929]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

TO-MORROW (SATURDAY),

the 20th October, 1906, at 12 o'clock NOON,
at Messrs. BUTTERFIELD & SWINE'S
Godowns, West Point,

FOR ACCOUNT OF THE CONCERNED,
A QUANTITY OF SILK & COCOONS,
More or less Damaged by Fire and Water,
Ex S.S. "HANKEY".

TERMS.—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 18th October, 1906. [1945]

TO LET

TO LET.

N. O. 8, KNUTSFORD TERRACE,
Kowloon. Furnished or Unfurnished.
Immediate possession.

Applies to—
THE HONGKONG LAND INVESTMENT

& AGENCY CO. LTD.

Hongkong, 3rd October, 1906. [1844]

TO LET

(POSSESSION FROM 1ST JULY, 1906).

N. O. 13, GAGE STREET, 8-Roomed House,
with a Godown.

Applies to—
E. A. & C. F. DE CARVALHO,

14, Arbutnott Road.

Hongkong, 18th June, 1906. [1270]

TO BE LET OR SOLD.

With Immediate Possession—in Wan Chai Road.

GODOWN, Built of Brick with Tiled Roof.

Just thoroughly repaired, about 4,000

square foot space, concrete flooring. Suitable

for storage of any kind of merchandise.

Applies to—
K.—
Care of "Daily Press" Office.

Hongkong, 30th May, 1906. [1844]

TO LET.

2ND FLOOR No. 12, Queen's Road Central.

Applies to—
LEIGH & ORANGE,

1, Des Voeux Road.

Hongkong, 1st June, 1906. [501]

TO LET.

4, TANEE BUNGALOW, Kimberley

Road, Kowloon. Tennis Court attached.

Applies to—
ARRATOON V. APCAR & CO.,

45, Wyndham Street.

Hongkong, 14th July, 1906. [1414]

TO LET.

N. O. 2, MACDONNELL ROAD.

Applies to—
COMPRADEORE'S DEPARTMENT,

Nippon Yusen Kaisha.

Hongkong, 3rd June, 1906. [80]

TO LET OR FOR SALE.

BISHOP'S LODGE, PEAK.

Applies to—
LINSTEAD & DAVIS,

Hongkong, 26th September, 1906. [1792]

TO LET.

THE ACACIAS" and "THE

GROVE," having 26 Rooms, with

detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Applies to—
E. M. HAZELAND,

No. 35, Queen's Road Central,

or to
WING-ON, Contractor,

No. 34, D'Aguilar Street.

Hongkong, 19th July, 1906. [1436]

TO LET.

HOUSES in GRANVILLE and AUSTIN AVENUE, Kowloon.

PLATS in ROBINSON ROAD, Kowloon, Possession from 1st November.

Applies to—
HUMPHREYS ESTATE & FINANCE CO. LTD., Agents.

Hongkong, 25th September, 1906. [390]

TO LET.

HONGKONG CLUB.

Applies to—
TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices. Any one disposed to offer for the same please apply to—
C. H. GRACE,

Secretary.

Hongkong, 28th Mar, 1906. [1156]

TO LET.

A HOUSE in KNUTSFORD TERRACE

KOWLOON.

Applies to—
THE HONGKONG LAND INVESTMENT

& AGENCY CO. LTD.

Hongkong, 1st August, 1906. [179]

TO LET.

NEW EUROPEAN HOUSES in

INTIMATION.

S. MOUTRIE & CO., LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS,
PLEYEL,
KEMMLER
AND
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906.

NOTICES TO CONSIGNEES

6. "AUSTRALIEN,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. "Padua" and "Medea" from Havre ex.s.s. "Baudouin" ex.s.s. "Ville de Marseille" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optimal Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 22nd Oct., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd Oct., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 22nd Oct., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 15th October, 1906.

[2]

AUSTRIAN LLOYD'S STREAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

The Company's Steamship

"TRIESTE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

From Venice, ex.s.s. "Espero," and "Calipo," transhipped at Trieste.

From Zanzibar, ex.s.s. "Africa," transhipped at Aden.

Optimal Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godown, and all Claims must be sent to the Office of the Undersigned before NOON on the 23rd Oct., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 23rd Oct. will be subject to rent.

Bills of Lading will be countersigned by S. WIEDER & CO., Agents.

Hongkong, 17th October, 1906.

[3]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 17th October, 1906.

[7]

ON SALE.

RATES OF EXCHANGE AT HONGKONG.

DEMAND DRAFTS ON BOMBAY, On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mint to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (from 1900), and other Useful Information.

PRICE \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

Hongkong, 16th April, 1906.

[165-3]

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer. Consignments solicited. Account Sales rendered and settlement effected promptly. No. 8A, Queen's Road Central, Hongkong.

BOOKBINDING.

"DAILY PRESS" OFFICE. The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO., Metal and Hardware Merchants. Wholesale and Retail Ironmongery, Pig Iron and Foundry Coke Importers. General Storekeepers and Commissioners Agents' 35 & 37, Hing Loong Street (1st Street, West of Central Market,) Telephone No. 515

PHOTOGRAPHER.

M. MUMEYA, JAPANESE ARTIST. Bromide and Crayon Engravings and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE. Proofs ready by Englishman. TYPEWRITERS.

F. A. V. RIBEIRO, Typewriting Work undertaken, Cleaned, Repaired, Overhauled. Charge moderate. State of the Hongkong Typewriting Bureau; 8A, Queen's Road Central (First-floor).

SPORTING CARTRIDGES.

A STOCK of ELEY'S always on hand. YICK CHEUNG, Gunsmith, 326, Queen's Road, Central. Hongkong, 16th October, 1906.

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH. ELEY'S, SCHULTE'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all Sizes. No. 10 to SSSG. AIR GUNS and AMMUNITION in Variety. WM. SCHMIDT & CO. Hongkong, 23rd November, 1906.

NEWLY OPENED HARDWOOD STORE.

WING MOW LUNG, 82, Wing Lok Street, 2nd Floor.

JUST ARRIVED.

HARDWOOD and TEAKWOOD of all Kinds.

Prices exceptionally Cheap. Inspection earnestly solicited. Hongkong, 18th October, 1906.

DR. M. H. CHAUN,

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 37, Des Voeux Road Central. From the University of Pennsylvania, U.S.A. Hongkong, 4th September 1905.

S I E N T I N G .

SURGEON DENTIST.

No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.

Consultation Free. Hongkong, 21st September, 1905.

H. A. LING & CO.

FURNITURE STORE. PLATED GLASS and CROCKERY WARE, &c., &c.; and FOOCHOW LAQUERED WARE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1905.

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS RELIANCE CROWN TARPAULIN ARNHOLD, KARBEG & CO. Sole Agents.

A U T O M A T I C M A U S E R PISTOLS.

CALIBRE .763 mm. WITH CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. SIEMENS & CO. Hongkong, 3rd October, 1905.

BETTER THAN COPAIBA MATICO GRIMAULT & C° CHEMISTS PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most indolentive remedy for rheumatism, sciatica, Carries, Rheumatism, Throats, Coughs, &c. It does not cause irritation on the skin or produces nausea.

MATICO INJECTION is used in recent MATICO CAPSULES its mucochronic cases

CURE FOR ASTHMA GRIMAULT'S INDIAN CIGARETTES

For Asthmatic people who suffer from OBSTRUCTION, BREATHING, RAISEMENT, SWOLLENESSES, TROUBLES, & DIFFICULTY TO EXPIRATION.

Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAULT & C°, PARIS Sold by all Chemists.

ON SALE.

RATES OF EXCHANGE AT HONGKONG.

DEMAND DRAFTS ON BOMBAY, On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mint to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (from 1900), and other Useful Information.

PRICE \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

Hongkong, 16th April, 1906.

COLONIAL LITERARY NOTES.

Mr. Unwin is adding to his Colonial Library the following books:-

"Cecilia's Lovers" by Amelia E. Barr, Author of "Prisoners of Conscience." "The Black Shilling," etc. etc. Crown 8vo.

Unlike some of Mrs. Barr's recent books, this novel is a story of the present day.

It is concerned with the fortunes of a young girl, Cecilia Clarke, who is left a penniless orphan, and has to make a living by work very distasteful to her, till she comes under the notice of an artist and is engaged as his secretary. He and other men fall in love with Cecilia, and she passes through a time of much difficulty before things settle down to a happy conclusion. The book is thoroughly healthy in its tone, and is likely to prove many readers one of the most attractive of Mrs. Barr's stories "Counsels of the night" by Lucas Cleve.

In her new book Lucas Cleve enters the realm of the occult. The story tells of the revelation, through a dream, of a secret two generations old. The dream seems at first to point to facts which, if true, would wreck the hero's happiness, but investigation shows its meaning to be other than that which appears suggest. The book will interest those who love to explore the mysterious dark places of the human consciousness.

"The story of the amulet" by E. Nesbit, author of "The Treasure Seekers," etc. etc. With 48 illustrations by H. R. Millar.

The Amulet, or rather half of it, is bought by some children in a London curiosity shop.

It has the power of transporting them, in order that they may search for the missing half, into sundry epochs of the past. So the story tells of their wonderful adventures in Ancient Egypt, Babylon, in the island of Atlantis, in Early Britain, and in Tyre, with relapses into the ordinary life of to-day. The tale will rank among the best by this favourite writer for children.

NEW ELDORADO FOUND.

RUSH FOR CLAIMS.

On Sept. 19th the Daily Express reported from Portage la Prairie (Manitoba).

Further reports from the Peace River district strengthen the belief that the gold deposits discovered by a Government survey party are the greatest unearthed since the days of the Australian Gold.

The fact that the report emanates from experts attached to the Geological Survey Department and not from private prospectors, bears great weight, and hundreds of persons are rushing into the new territory for the purpose of staking out claims.

The gold deposits were discovered in the Peace River, seventeen miles from the Alberta-Columbia boundary, and thirty-seven miles below Fort St. John. Here the river takes a wide sweep at the foot of some low hills, and apparently has recently skirted the base of other hills now a considerable distance from the present river bed.

In this bend of the river, several thousands of acres in extent, a thick mud deposit has accumulated, consisting of a shale two hundred feet thick. Below this is a gravel bed of the same depth.

The survey party found that the shale deposit was full of minute particles of free gold. Rough tests with a pestle and mortar and mercury gave assays up to 25 sgs. per ton, and none below 21 sgs. per ton.

This shale deposit outcrops on the river bank to such an extent that it was possible for the survey party to locate seventeen claims, which they believe to be of abnormal richness. This gave one claim for each surveyor and for a small body of North-Western Mounted Police who accompanied them.

The Peace River district is to-day the last haunt of wild buffalo in Canada, and is the least explored part of the Dominion. Its extreme inaccessibility precluded prospectors and trappers from exploring it thoroughly at the time of the Alaskan and Yukon gold discoveries.

For years the Indians in this part of Canada have told stories of fabulous gold deposits. If the experts declare, the gold-bearing shale extends over the whole of this bend of the river, it is the record gold find in history.

FOREIGN INVESTMENTS IN JAPAN.

Dr. Henry Dyer deals with "Legal Aspects of Foreign Investments in Japan" in the "Financial Review of Reviews." So that readers may know something of the root of the question he gives a little of Japanese history to elucidate the matter. This leads him down to the time when, with a view to the encouragement of the investment of foreign capital in Japan, certain modifications were made in the laws b. the Japanese Diet in the session before last. By a law promulgated in March, 1905, mortgage was permitted, and in case of failure the underlying may be sold as going concern. Writing on the nationalisation of the railways, Dr. Dyer states:

"By far the most important field of investment for foreign capital in Japan is to be found in the Government funds, and if the process of nationalism develops this field may be indefinitely extended. The Japanese have always thought out such matters so very carefully, and their policy has hitherto been so successful that we may take it for granted that they have convinced themselves of the wisdom and safety of their policy. Foreign investors will, of course, examine the matter for themselves, but I shall be very much surprised if Japan does not show the nations of the West how some of the economic and social problems with which they are confronted are to be solved. Meantime there is not the slightest reason to doubt the safety of any investment which is issued with the authority of the central Government."

Dr. Dyer does not disguise that many people state the administration of the law in Japan is not to be depended on, but he thinks explanations of broken contracts may be explained if looked at from a Japanese point of view. He concludes: "Critics who are disposed to blame the Japanese might study the condition of affairs in the United States of America, where large corporations have enriched themselves by means which are opposed to every ethical consideration, and yet many of their leading members think themselves not only philanthropists but also good Christians."

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How to be BEAUTIFUL. Keep your complexion, Mrs. Ellen's Crème Charmant, Lait Charmant and Special Skin Tonic and Pouder Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

1163-3

ARMY ORGANIZATION.

The issue

SHIPPING.

ARRIVALS.

BORNEO, German str., 1,344, A. Danker, 18th October—Sandakan 13th October, Timber.—Melchers & Co.
CHIYUEN, Chinese str., 1,177, C. Stewart, 18th October—Shanghai 14th Oct., General—Chinese.
DELHI, British str., 4,783, J. D. Andrews, R.N.E., 18th Oct.—Shanghai 16th October, Mail and General—P. & O. S. N. Co.
DELTIA, British str., 4,745, C. L. Daniel, 18th October—Bombay 2nd Oct. and Singapore 13th Mail & General—P. & O. S. N. Co.
INABA Maru, Japanese str., 3,639, Wm. Bainbridge 18th October—Singapore 12th Oct., General—Nippon Yusen Kaisha.
INDRAWAJI, British str., 3,369, R. N. Hill, 18th Oct.—New York 22d Aug., General—Jardine, Matheson & Co.
JOHIN MARU, Japanese str., 702, H. Ohta, 17th Oct.—Tamsui, via Amoy and Swatow 18th October, General—Osaka Shosha Kisha.
KAOSHIMA Maru, Japanese str., 4,404, F. L. Pyne, 18th Oct.—Singapore 12th October, General—Nippon Yusen Kaisha.
POBO MARU, Japanese str., 2,169, P. Kirai, 18th October—Moji 12th October, Coal—Mitani Bassha Kisha.
PRINCE GEORGE, Norwegian barqueantine, 472, A. R. Anderson, 18th Oct.—Manila 26th September, Old Iron—Order.
SITHONIA, German str., 6,369, Bremer, 18th Oct.—Hamburg and Singapore 13th Oct., General—Hamburg-American Line.
SUNGKING, British str., 987, G. H. Pennington, 18th Oct.—Ningpo 15th October, Butterfield & Swire.
ZURANTER, British str., 2,282, John Ewan, 17th October—Christmas Island 5th Oct., General—Brayley & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE
Oct. 18th.

Chiyuen, Chinese str., for Canton.
Delta, British str., for Shanghai.
Hatsu, British str., for Swatow.
Rutherford, British str., for Christmas Island.
Uniform, Norwegian str., for Shanghai.
DEPARTURES.
Oct. 18th.

BINH-THUAN, French str., for Bangkok.
EL KANTARA, French str., for Shanghai.
FLORA, British cruiser, for practice.
ERI, Norwegian str., for Bangkok.
HANGSANG, British str., for Canton.
KUOKKAN, British str., for Canton.
LYDIA, German str., for Canton.
NANSIAN, British str., for Swatow.
SHAHJAHAN, British str., for Saigon.
TELEMACHUS, British str., for Canton.
TIJAPAN, Dutch str., for Java.
YUNGSANG, British str., for Manila.

SHIPPING REPORTS.

The British str., Sungkong reports: Light to moderate N.E. breeze and moderate sea.
The Japanese str., Kogashima Maru reports: Experienced gentle to moderate breeze throughout with fine weather.
The Chinese str., Chiyuen reports: Moderate N.E. monsoon from port to Dodd Island; thence to port light variable winds and fine. At 5 a.m. on the 16th inst. passed a large lighter apparently at anchor to the S.W. of Ocken Island, wind moderate N.E.

VESSELS IN DOCK.

Oct. 18th.
ABERDEEN DOCKS—Signal, Chinkee Maru.
KOOLVOOR DOCKS—Starosov, Vigilante, Ch. Hardouin, Johanna, Franciscus, Patras, Chevalier, Deawongso, S. S. Sabre, Empress of China, Montecito.
COMMERCIAL DOCKS—I. P. Chapman, Hygeia, Taiyuan.

VESSELS ON THE BERTH

Oct. 18th.
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship
"TRIESTE".
Capt. Mistrienco, will leave for the above places T.O.DAY, the 19th inst., A.M.
For Freight or Passage apply to Sander, Wieker & Co., Agents, Prince's Building, Hongkong, 11th October, 1906. [13]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHEW.
THE Company's Steamship
"HAITAN".
Captain J. S. Read, will be despatched for the above Ports T.O.DAY, 18th inst., at NOON.
For Freight or Passage apply to DOUGLAS, LAPRAIK & Co., General Managers, Hongkong, 16th October, 1906. [123]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PORTSMOUTH AND LONDON, THROUGH HILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELHI".
Captain J. D. Andrews, R.N.E., carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 20th October, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "MELCHERS", 9,562 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Marmora", due in London on 1st December.

Passages will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 5th October, 1906. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & B&G	BERTH	CAPTAIN	FOE FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. ANDREWS, R.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	MARINA	Brit. str.	—	A. W. ANDERSON, R.N.E.	P. & O. S. N. Co.	About 24th inst.
—	GLENBURN	Brit. str.	—	Houghton	MCGREGOR BROS. & CO.	On 31st inst.
—	MERIONETHSHIRE	Brit. str.	—	—	SHEWAN, TOME & CO.	About 15th Nov.
—	TOURANE	Frenstr.	—	—	MESSENGERIES MARITIMES	On 30th inst. at 1 P.M.
—	NIKOBAR	Dan. str.	—	—	MELCHERS & CO.	About 30th inst.
—	PRINZ LUDWIG	Ger. str.	k. w.	—	MELCHERS & CO.	On 24th inst. at Noon.
—	TEUTONIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINIE	On 10th Nov.
—	HAEBER	Ger. str.	k. w.	—	HAMBURG-AMERICA LINIE	On 2nd Nov.
—	BERGAVIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINIE	On 18th Nov.
—	SITRONIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINIE	On 20th Nov.
—	PERSIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINIE	On 30th Nov.
—	PETRONIA	Brit. str.	—	—	SANDER, WIELER & CO.	To-morrow.
—	SHIMOSA	Brit. str.	—	—	DODWELL & CO., LTD.	About 10th Dec.
—	YEDDO	Brit. str.	—	—	ARNHOLD, KARBERG & CO.	About 2nd Nov.
—	BRAMER	Brit. str.	—	—	SHEWAN, TOME & CO.	About 13th Nov.
—	TARTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	About 20th Nov.
—	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 25th inst. at 4 P.M.
—	SHAWMUT	Brit. str.	—	E. V. Roberts	TOYOKISEN KAISHA	On 24th inst.
—	KASATO MARU	Brit. str.	—	W. E. C. S. FILMER	GIBB, LIVINGSTON & CO.	Middle of Dec.
—	EMPIRE	Brit. str.	—	Heims	BUTTERFIELD & SWINE	On 27th inst. at Noon.
—	TAIWAN	Brit. str.	—	G. Wadig	MELCHERS & CO.	On 12th Nov.
—	SANDAKAN	Brit. str.	—	L. Dawson	BUTTERFIELD & SWINE	To-morrow, at 8 P.M.
—	TAIWAN	Brit. str.	—	—	HAMBURG-AMERICA LINIE	To-morrow.
—	YOKOHAMA & KOBE	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 22nd inst.
—	YOKOHAMA	Brit. str.	—	G. W. Babot, R.N.R.	TOYOKISEN KAISHA	About 23rd inst.
—	YOKOHAMA, MOJI & KOBE	Brit. str.	—	Zwart	JARDINE, MATHESON & CO.	About 19th inst.
—	YOKOHAMA	Brit. str.	—	—	TOYOKISEN KAISHA	Quick despatch.
—	TAIENTHIN	Brit. str.	—	C. L. Daniel	TOYOKISEN KAISHA	On 25th inst. at 4 P.M.
—	SHANGHAI	Brit. str.	—	D. Mistrienco	SANDER, WIELER & CO.	About 19th inst.
—	YOKOHAMA & KOBE & KOBE	Brit. str.	—	Brehmer	HAMBURG-AMERICA LINIE	To-day, A.M.
—	SHANGHAI, KOBE & YOKOHAMA	Brit. str.	—	Milner	BUTTERFIELD & SWINE	To-morrow.
—	SHANGHAI	Brit. str.	—	Spencer Wildo	JARDINE, MATHESON & CO.	On 23rd inst., Daylight
—	SHANGHAI & CHINKIANG	Brit. str.	—	J. H. Brown	TOYOKISEN KAISHA	On 23rd inst.
—	SHANGHAI	Brit. str.	—	v. Hoff	MELCHERS & CO.	On 24th inst.
—	NAGASAKI, KOBE & YOKOHAMA	Brit. str.	—	J. S. Rodd	TOYOKISEN KAISHA	1st Nov.
—	SHANGHAI, KOBE, YOKOHAMA & KOBE	Brit. str.	—	R. Almond	DOUGLAS, LATHAM & CO.	About 21st inst., Daylight
—	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & CO.	To-day, at Noon.
—	SHANGHAI, YOKOHAMA & YOKOHAMA	Brit. str.	—	Soumerville	BUTTERFIELD & SWINE	To-day, at 5 P.M.
—	SWATOW, AMOY & FOOCHEW	Brit. str.	—	R. Robe	SHEWAN, TOME & CO.	To 23rd inst.
—	MANILA	Brit. str.	—	J. Robinson	BUTTERFIELD & SWINE	On 27th inst., at Noon.
—	LOONGSANG	Brit. str.	—	W. D. A. Thomas	DAVID SASSON & CO., LTD.	To-morrow.
—	TEAN	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO.	On 23rd inst., at 3 P.M.
—	ZAPIBO	Brit. str.	—	—	—	On 27th inst., at 3 P.M.
—	SUNGKING	Brit. str.	—	—	—	REGULAR
ODESSA	CATHERINE AFCA	Brit. str.	—	—	STEAMSHIP SERVICE TO NEW YORK	STEAMSHIP SERVICE TO NEW YORK
—	NAMSANG	Brit. str.	—	—	VIA PORTS AND SUEZ CANAL	VIA PORTS AND SUEZ CANAL

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

MARSEILLES, HAVRE, COPEN. "NIKOBAR" ... On or about 30th Oct.

HAGEN, SCANDINAVIAN, ESPLAN. and GERMAN-BALTIC PORTS ...

SHANGHAI, YOKOHAMA, KOBE and VLADIVOSTOK ... "SAN DOMINGO" ... On or about 5th Nov.

SHANGHAI, YOKOHAMA, KOBE and VLADIVOSTOK ... "CAMBODIA" ... On or about 3rd Dec.

ODESSA ... "PETRONIA" ... On or about 10th Dec.

For Further Particulars, apply to MELCHERS & CO., AGENTS.

[1357]

Hongkong, 17th October, 1906.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO AND TAIENTHIN

SCANDIA ... "V. Doehren" ... 1st February

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
KOBE and YOKOHAMA	{ CEYLON Capt. G. W. Babot, R.N.R.	About 19th October	Freight and Passage.
SHANGHAI	{ DELTA Capt. C. L. Daniel	About 19th October	Freight and Passage.
LONDON, &c., via USUAL PORTS	DELHI Capt. J. D. Andrews, R.N.R.	Noon, 20th October	Sea Special Advertised.
LONDON and ANTWERP via SINGAPORE PENANG MANILA	MANILA Capt. A. W. Anderson, R.N.R.	About 24th October	Freight and Passage.
YOKOHAMA via SHANGHAI, SUMATRA MOJI and KOBE	Capt. E. W. Bruce	About 28th October	Freight and Passage.
For further Particulars, apply to	E. A. HEWETT, Superintendent.		

Hongkong, 17th October, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	* "TAIYUAN"	On 20th October.
CEBU and ILOILO	* "SUNGKIAH"	On 20th October.
SHANGHAI and CHINKIANG	* "KUOKIANG"	On 22nd October.
SHANGHAI and CHINKIANG	* "HANGCHOW"	On 23rd October.
MANILA	* "TEAN"	On 23rd October.
SHANGHAI	* "YOCHOW"	On 24th October.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CALENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	* * "TAIYUAN"	On 12th November.
• The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to	BUTTERFIELD & SWIRE, AGENTS.	[11]

Hongkong, 19th October, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSUI via SWATOW	{ "JOSHIN MARU" Capt. H. OHTA	SUNDAY, 21st Oct. at DAYLIGHT

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th October, 1906.

T. ARIMA, Manager. [14]

PASSENGER SEASON
1907.

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON

SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 FIRST AND £42 SECOND SALOON,
To LONDON—£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE
TAKING CARE OF THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

SAILING DATES.

PRINZ LUDWIG	WEDNESDAY	24th October
PRINZESS ALICE	WEDNESDAY	7th November
BOON	WEDNESDAY	21st November
BUELOW	WEDNESDAY	5th December
PRINZ REGENT LUITPOLD	WEDNESDAY	13th December
1907		
PRINZ EITEL FRIEDRICH	WEDNESDAY	2nd January
SEYDLITZ	WEDNESDAY	16th January
PRINZ HEINRICH	WEDNESDAY	30th January
GNEISENAU	WEDNESDAY	15th February
PREUSSEN	WEDNESDAY	27th February

ON WEDNESDAY, the 24th day of OCTOBER, 1906, at NOON, the Steamship "PRINZ LUDWIG," Captain von Binzer, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd Oct. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 23rd Oct., and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd Oct.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO NAPLES, GENOA AND GIBRALTAR 231 0 0 242 0 0 222 0 0

return 91 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG 65 0 0 44 0 0 24 0 0

return 97 0 0 66 0 0 36 0 0

• TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR 64 0 0 44 0 0 26 0 0

return 115 0 0 79 0 0 47 0 0

VIA BREMEN OR SOUTHAMPTON 68 0 0 46 0 0 27 0 0

return 123 0 0 83 0 0 49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar, and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.
VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

SAILING DATES.

SANDAKAN ... SATURDAY, 20th Oct.

WILLEHAD ... TUESDAY, 13th Nov.

PRINZ SIGISMUND ... TUESDAY, 11th Dec.

ON SATURDAY, the 20th OCTOBER, at 6 P.M., the Steamship "SANDAKAN," Captain G. Wendig, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO MANILA ... \$50.— \$30.— \$20.— return \$80.— \$50.—

TO NEW GUINEA ... \$28.— \$18.10.— \$14.00.— return \$42.— \$27.15.—

TO BRISBANE ... \$30.— \$20.— \$14.— return \$54.— \$34.—

TO SYDNEY ... \$43.— \$23.— \$15.— return \$59.10.— \$41.10.—

TO MELBOURNE ... \$24.10.— \$24.10.— \$16.— return \$42.5.— \$44.5.—

TO YOKOHAMA ... \$80.00.— \$50.00.— \$40.00.— return \$170.00.— \$130.—

TO KOBE ... \$95.00.— \$70.00.— \$50.00.— return \$170.00.— \$120.—

To HONGKONG ... \$140.00.— \$100.00.—

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$27. 0. 0.

TO EUROPE VIA AUSTRALIA AND AMERICA \$9. 0. 0.

From Australia to New York via Vancouver by the C.H.R. Co.'s steamers, or via San Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magistrate Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "BOON" ... Wednesday, 24th Oct.

YOKOHAMA and KOBE ... "WILLEHAD" ... Wednesday, 24th Oct.

KOBE & YOKOHAMA ... "BUELOW" ... Wednesday, 7th Nov.

* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to NEW YORK by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express Steamers Norddeutscher Lloyd are issued at the following Rates:-

1st Class

To London via Plymouth or Southampton ... 262. 0. 0.

To Bremen ... 63. 10. 0.

To Paris via Cherbourg ... 65. 0. 0.

To Naples, Genoa via Gibraltar ... 65. 0. 0.

NORDDEUTSCHE LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

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THE STEAMSHIP

"CATHERINE APCAR."

POST OFFICE NOTICES.

Mails for CANTON, WUCHOW and SAMSHUI will be closed on week-days at 7 a.m. and at 6 p.m. until further notice.

The Siberia, with the American mail, left Shanghai on Tuesday, the 16th inst., at 7 p.m., and may be expected here to-day.

FOR
SHANGHAI
Swatow, Amoy and Foochow
Macao
Shanghai, Yokohama and Kobe
Moto, Kebo and Yokohama
Kobe and Yokohama
Amoy and Manila
Shanghai, Nagasaki, Kobe, Yokohama
Victoria and Vancouver, B.C.
Shanghai, Kebo and Yokohama
Shanghai and Kobe
EUROPE, to India via Ticticorin
(Late Letter 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents).
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).
The Parcel mail will be closed at 5 p.m. to-day.

Macao
Singapore
Yokohama and Kobe
Manila
Cebu and Illoilo
Manila Simponten, Friedrich Wilhelmshafen, Sydney and Melbourne
Swatow, Amoy and Tamsui
Shanghai
Shanghai

TO-MORROW
Twenty-fifth Ordinary Meeting, Canton Insurance Office, Ltd., Jardine, Matheson & Co.'s Offices, 2 Newgate St., London, Oct. 25th.
Sale, A Quantity of Silk and Cottons, at Messrs. Butterfield and Swire's Godowns, West Point, Mr. Goo P. Lamont, 12 Noon.
Sale, Japanese Goods, Sales Room, Mr. C. de M. C. Viana-Littre, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS, Oct. 18th.
ON LONDON.—
Telegraphic Transfer 2/3
Bank Bills, on demand 2/3
Bank Bills, at 30 days' sight 2/3
Bank Bills, at 4 months' sight 2/3
Credit, at 4 months' sight 2/3
Documentary Bills, 4 months' sight 2/3
ON PARIS.—
Bank Bills, on demand 2/3
Credit, at 4 months' sight 2/3
ON GERMANY.—
On demand 2/3
ON NEW YORK.—
Bank Bills, on demand 55
Credit, 60 days' sight 56
ON HAMBURG.—
Telegraphic Transfer 188
Bank, on demand 189
ON CALCUTTA.—
Telegraphic Transfer 168
Bank, on demand 169
ON SHANGHAI.—
Bank, at sight 72
Private, 30 days' sight 73
ON YOKOHAMA.—On demand 110
ON MANILA.—On demand 110
ON SINGAPORE.—On demand 3 p.c.p.m.
ON BATAVIA.—On demand 136
ON HAIPHONG.—On demand 1 p.c.p.m.
ON SAIGON.—On demand 1 p.c.p.m.
ON BANGKOK.—On demand 60
Sovereign, Bank's Buying Rate \$8.75
GOLD LEAF, 100 fine, per tael \$46.80
BAR SILVER, per oz. 52 1/2

OPIUM.

Oct. 18th.
Quotations are— Allow of net, to 1 catty.
Malwa New 1880 to — per picul.
Malwa Old 1940 to — " "
Malwa Older \$1000 to — "
Malwa V. Old \$1040 to — "
Persian fine quality 700 to — "
Persian extra fine 3760 to — "
Patna New 2695 to — per sheet.
Patna Old 3905 to — "
Bengal New 2845 to — "
Bengal Old 3825 to — "

MESSRS. FALCONER & CO.'S REGISTER
October 18th.
Barometer 9 A.M. 30.09 Therm. (Webb) 9 A.M. 71
Barometer 1 P.M. 30.02 Therm. (Webb) 1 P.M. 71
Barometer 4 P.M. 29.98 Therm. (Webb) 4 P.M. 71
Thermom. 9 A.M. 79 Therm. Maximum 80
Thermom. 1 P.M. 80 Therm. Minimum over Thermon. 4 P.M. 79 night 74

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.

WM. PARLANE, Manager, Hongkong, 18th November, 1901.

THE GERMAN MAIL.

The I.G.M. str. Siberia sailed from Shanghai on Tuesday, the 16th inst., at 7 p.m., and is due here on Friday, the 19th inst., at daylight.

The P.M. str. China sailed from Yokohama on the 17th for Hongkong, via Kobe, Nagasaki and Manila, and is due to arrive here on the 28th inst.

" " " "

THE CANADIAN MAIL.

The C.P.R. str. Empress of India arrived at Nagasaki at 9.30 p.m. on Tuesday, the 16th inst., and left again at 6 a.m. on Wednesday for Shanghai, where she is due to arrive at 11 a.m. on Thursday, the 18th inst.

MECHANICAL STEAMERS.

The N.Y.K. str. Tokio Maru (Bombay Line) left Kobe for this port via Moji on the 15th inst., and is expected here on the 22nd inst.

The Indo-China str. Kunming left Calcutta for this port via the Straits on the 1st inst., and may be expected here on or about the 28th instant.

The N.Y.K. str. Kagoshima Maru (Bombay Line) left Singapore for this port on the 12th Oct., and is expected here on the 18th inst.

The Australian Lines str. Willoughby left Sydney on Monday, the 1st inst., at 10 a.m., and may be expected here on or about the 22nd inst.

The str. Saint Patrick sailed from New York for China and Japan on the 9th August.

The Boston Toy Boat Co.'s str. Terra sailed from Seattle on the 12th August for Japan, Manila and Hongkong.

The str. Seafire sailed from New York on the 20th Sept.



SHIPPERS
CUTLER, PALMER & CO., LONDON
AGENTS
LANE, CRAWFORD, & CO.
HONGKONG

SHIPPING IN PORT.

STEAMERS.

AMERICA MARU, Japanese str. 3,460, Philippsburg, 13th October—San Francisco 14th Sept., General—Toyo Kisen Kaisha.

BOURBON, French str. 290, Le Bas, 23rd September—Saigon 23rd Sept., Rice—Chinese.

CALCHAS, British str. 6,748, O. P. Williams, 17th Oct.—Shanghai 14th Oct., General—Butterfield & Swire.

CATHERINE ARCAD, British str. 1,730, W. D. A. Thomas, 10th Oct.—Singapore 4th Oct., General—David Sasson & Co.

CEYLON, British str. 2,637, G. W. Babot, 12th Oct.—London 11th August, and Calcutta 29th September, Coals and General—P. & U. S. N. Co.

CHOWTAI, German str. 1,151, W. Mollerma, 15th Sept.—Bangkok 9th Sept., General—Butterfield & Swire.

DEVAWONGSE, German str. 1,262, T. V. Brum, 5th Sept.—Bangkok 27th Aug. and Hoikow 3rd Sept., Rice and Meal—Norddeutscher Lloyd.

EMMA LUYKEN, German str. 1,152, G. Corland, 16th July—Martinez 22nd May, Sugar—Chinese.

EMPEROR OF CHINA, British str. 3,046, R. Archibald, 23rd Sept.—Vancouver 4th Sept., Mails and General—C. P. R. Co.

HAITAN, British str. 1,183, J. S. Ronch, 17th October—Foochow 14th Oct., Amoy 15th and Swatow 16th, General—Douglas Lapraik & Co.

HANSA, British str. 1,256, Spencer Wild, 17th Oct.—Shanghai 13th Oct., General—Jardine, Matheson & Co.

HANSA, German str. 952, Ipland, 1st Sept.—Swatow 14th Sept., Jardine & Co.

KIUKIANG, British str. 1,257, Miller, 17th October—Shanghai 11th October, General—Butterfield & Swire.

KWANTUNG, Chinese str. 1,536, John, 14th October—Shanghai 10th Oct., General—Chinese.

LISA, Swedish str. 186, H. Horndahl, 16th October—Probolinggo 2nd October, Sugar—Saunders, Wieler & Co.

LOONSONG, British str. 1,092, A. G. Smith, 15th Oct.—Manila 12th Oct., General—Jardine, Matheson & Co.

MAEKAWA, German str. 1,237, Fr. Natzina, 12th October—Bangkok 4th October, Rice—Saunders, Wieler & Co.

LYDIA, German str. 1,172, Meyer, 17th Oct.—Hamburg 14th Oct., Coal—Siemssen & Co.

MACKEN, German str. 896, Tollner, 14th Oct.—Bangkok 6th Oct., Rice and Lumber—Butterfield & Swire.

MABAT, Dutch str. 1,592, E. M. Uidall, 10th October—Singapore 1st October, Sugar—Chinese.

NEIL MACLEOD, Amr. str. 902, E. Corral, 16th June—Manila 16th June—Barroso & Co.

NODDEN, Norwegian str. 1,437, W. Wilhelmsen, 14th September—Probolinggo 3rd Sept., Sugar—Order.

OSIPL, British str. 2,206, G. Maddrell, 11th Oct.—Moji 5th Oct., Coal—Bradley & Co.

PONKHATAWAN, British str. 1,510, H. F. Turner, 18th Sept.—Samarang 31st Aug., Sugar—Dowell & Co.

PRINCE WALDEMAR, German str. 1,736, C. Woltemas, 18th Sept.—Kobe 12th Sept., General—Melchers & Co.

RAJABERU, German str. 1,189, O. Koch, 13th Oct.—Bangkok via Swatow 4th Oct., Rice and Wood—Butterfield & Swire.

SHANTUNG, British str. 1,853, Nicol, 16th October—Samarang 5th October, Sugar—Butterfield & Swire.

SHAWMUS, Amer. str. 9,606, Roberts, 17th Oct.—Tacoa and Manila 11th Oct., General—Dewell & Co.

SINGAPORE, British str. 2,505, Burne, 10th October—Newcastle 19th Sept., Coal—Saunders, Tomes & Co.

SIMONSEN, German str. 995, Fr. Behwelet, 13th October—Bangkok 5th October, Rice—Butterfield & Swire.

SHUNTAO, British str. 1,853, Nicoll, 16th October—Samarang 5th October, Sugar—Butterfield & Swire.

THAILAND, British str. 1,948, Nejangi, 17th Oct.—Tacoa and Manila 11th Oct., General—Dewell & Co.

TOKIO, British str. 1,611, R. A. Almond, 15th October—Manila 12th October, General—Shawm, Tomes & Co.

TONKIN PROVINCES, Quinhon 25th August, Saigon 30th Sept., Rice—Cambridge

TRINIDAD, British str. 1,250, G. Maddrell, 11th Oct.—Moji 5th Oct., Coal—Bradley & Co.

WILLIAMSON, British str. 2,206, L. Dawson, 16th October—Melbourne 8th Sept., General—Bartlett & Co.

YACHT, British str. 1,250, G. Maddrell, 15th October—Manila 12th October, General—Shawm, Tomes & Co.

ZARAWAH, British str. 1,250, G. Maddrell, 15th October—Manila 12th October, General—Shawm, Tomes & Co.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 18th.

Previous Day On Date On Date
84.4° F. 10.4° F. 10.4° F.

Barometer 29.05 30.09 30.01

Temperature 82° 79° 78°

Humidity 62° 48° 80°

Wind Direction ESE NE SE

Force 3 2 2

Weather b b b

Rain — — —

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH HIGHLY INCORPORATED THE CHINA DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1906.

THE FORTY-FOURTH ANNUAL ISSUE.

THE DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which European reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTION carefully revised each year, most of which will serve as accurate GUIDE for the tourist, giving every detail in connection with its place, their History, Topography, &c. &c.

The INFORMATION in these Descriptions, consisting of a hundred interesting articles, packed with most amusing set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

ROYAL OXFORD—Complete with Fourteen Maps and Plans, £1.75, £10.00. Directory only pp. 1,390, £6.00.

The Descriptions and Descriptions are of CHINA

Peking Wuhan Canton Whampoa

Tientsin Kweilung Kowloon Lappa

Peitaiho Hankow Shansi Sungshui

Taku Yochow Ichang Kongmou

Newchwang Shaanxi Changking Wuchow

Port Arthur Chungking Kwangchauwan

Weihaiwei Ningpo Pakhoi

Kiaochau Wenchow Holow

Shanghai Santao Lungchow Mingtung

Soochow Foochow Szemao

JAPAN AND FORMOSA

Peking Canton

Tokio Osaka Keelung Tainanfu

Yokohama Moji Takow Anping

Shimonoseki Tamsui Vladivostok Niojewsk

COREA

Wonsan Mokpo Chinampao

Chungham Pingyang Songchin

Masampo

HONGKONG AND ITS DEPENDENCIES

MACAO

FRENCH INDO-CHINA

Hanoi Annam Tonkine Saigon</p